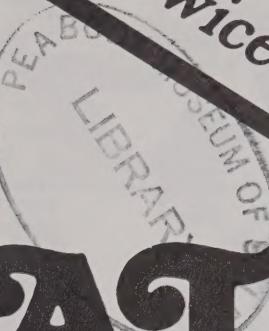




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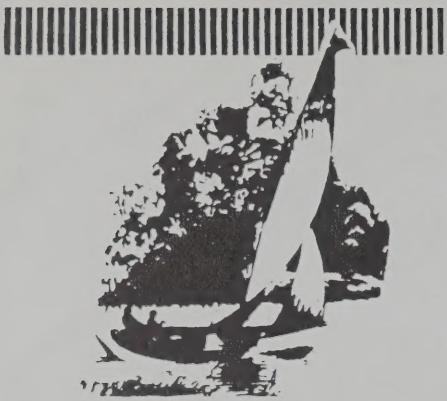
*Twice a Month!*



*Volume 6 ~ Number 14*

*December 1, 1988*





# Commentary

BOB  
HICKS

## messing about in BOATS

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### *On the Cover...*

Late in October we had occasion to join our friend Walter Sargent on his final cruise of the season on his home built sailboat, "Andro Zee", on Gulf Island Pond near his home in Auburn, Maine. Walter's also a poet, and here's how he felt about it when his dream was launched four years ago:

Not all climaxes in fireworks.  
So it was my little vessel took to the waves,  
Christened with Androscoggin water  
And "Zee" to owner her cloddish Dutch style.  
Six months a'building, I somehow  
Expected she would cry out ecstatically,  
But only by cheers from neighbors and friends  
Did I know she floated free --  
(Modest lady that she is;  
My 22' utility scow sloop of Dutch type").  
I? Was I elated? There on board  
Who could say? So busy was I  
A handin' lines, a handin' tiller.  
Later, on shore, compliments were rife.  
They said she trimmed to the Plim-soll Mark,  
Called her a beauty -- "Unusual for these parts."  
I woulda thanked 'em, but fer the lump in me throat.

2

Here it is December 1st, and time to think about what we'll be doing over the next five months or so before the on-the-water season for most of us opens again. I happen to like the layoff and heading indoors to the shop, because I do enjoy working on my projects. In summer, there's just too much to do outside to even imagine working on a project in the shop. Not only does on-the-water boating subside in winter (except for the frostbiters and some kayakers) but all the other outdoor stuff that faces anyone owning a home also comes to a halt. Now, at last, I can get to work on my dreamboat!

Well, I've had too many dream-boats, and so you see many of them on the classified pages, as I discussed in the last issue. I'm slowly facing up to reality, that between 6 a.m. when I arise and 10 p.m. when I fall asleep, there's only so much time in which to get everything needing doing done. All the things that HAVE to be done come first. Then all the things that OUGHT to be done. With these temporarily under control I can turn to those things I'd LIKE to do.

So, my Townie sloop is number one this winter. It sits right now behind the barn here in its own 10' x 20' plastic covered shelter where winter sunlight can warm it up into the 60's almost any day between 10 a.m. and about 2 p.m. So I adjust my work to accomodate to this and it's kind of nice to be in shirtsleeves out there working on the boat. This boat has an interesting story (don't most of them?). I bought it the first time four years ago when I saw it advertised in a local paper. The owner had started restoration but then purchased an old house, and guess what then took priority. Jane and I did a restoration in the fall, launched it late, never got to sail it (November by then), and then sold it in winter as the magazine needed the money.

At the 1987 Wooden boat Show, the young man who had bought the restored boat from me approached the folks at the Pert Lowell display and inquired if they'd be interested in buying a used Townie. They looked at it and agreed on a figure. I soon heard about this and upon inspecting the boat realized it was the one we had done over. It had spent two seasons afloat without any maintenance so it was in need of overall refinishing, but otherwise was in good shape.

This particular Townie had an unusual structural feature in that it was copper fastened, so the usual nail sickness that dooms virtually all the older iron fastened

Townies from the 50's and 60's to ultimate fiberglassing to stop leaks was absent. I bought it back from Mark Lowell (who had bought it at Newport) and planned to do it over again. In all the transactions from my original purchase, the boat now stood me only \$350.

Well, of course I couldn't get to it until last winter, and even then all I got around to was redoing all the interior stuff, boom, and building a fold-up rudder for it. The hull spent the winter in the boatyard, and I didn't get to it at all in 1988. So now I can focus on the hull work and re-assembly. And maybe some customizing.

A significant motivation for my enthusiasm for this particular boat in addition to the small investment I have in it and its sailing characteristics, and my friendship with the original builder, Pert Lowell, is its past ownership history. Pert built it in the '50's to special order for Janet Anderson of Marblehead, who sailed it most of its life in the Marblehead Townie fleet. Janet died a few years ago and her gravestone in Marblehead's Waterside Cemetery has engraved upon it a picture of Townie #76. As Janet's daughter Gail, who passed on the photo commented, "The stone cutter could not do lapstrakes and he took some liberties with mast rake, but not a bad likeness!" So here's a boat that meant a LOT to its original owner. And it's a good boat to boot. Hopefully in 1989 she'll be afloat again.



Now, I'd like to invite interested readers to again join in on a winter listing of projects. We did it last year and apparently this was a useful service, putting people interested in any particular boat to build or restore in touch with others of similar interest. To the degree that you wish, write to me about your winter boat project, either from the position of being able to offer advice to others, or from that of needing such advice. And tell me the boat's story, along the lines of what I've done here. This not only can be helpful to readers but also provides some interesting reading through the long winter months.

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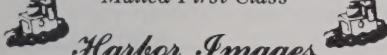
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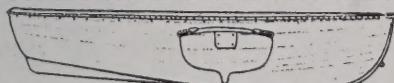
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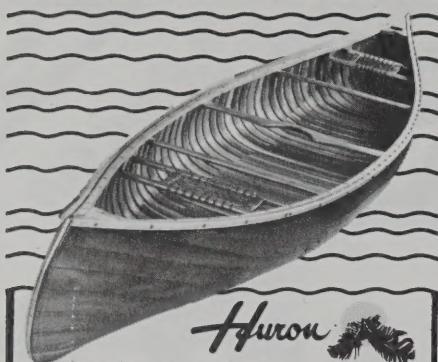


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# your Commentary

THOREAU, BOSTON HARBOR, LOW COUNTRY SHRIMP BROIL & SAILING NAUTIRAIDS

I read my October 15th issue on a plane enroute to Denver on business, and marvel at how you somehow continue to put out one of the most interesting, eclectic small boat publications I've ever encountered. I'm pleased you've managed to keep it fun for us readers.

Jim Lacey's "Thoreau and Small Boats" was excellent. I suggest someone so inclined do a follow-up trip retracing his route to encourage modern day paddlers to try it. The Concord River is one of the most popular canoeing rivers in eastern Massachusetts, just ask South Bridge Boats. They rent a phenomenal number of canoes every year.

The "Boston Harbor Islands" article was also excellent. What a great map! Has anyone researched access points for small boats around Boston Harbor? We have some favorites of our own but there have to be others we do not know about. Whenever small boating in Boston Harbor is discussed, mention should be made of tides, winds and boat traffic. There are many days when the harbor looks like a millpond from the launching site in early morning, but strong winds often come up later in the day that can surprise one when paddling out from under the lee of one of the islands.

Boat traffic is the major hazard for small boaters though. We're hard to see and some powerboaters really like to rev it up out there. The sheer numbers of boats on a good weekend make it resemble the Southeast Expressway at rush hour.

Local knowledge, or use of an up-to-date chart is also important, for there are some significant ledges and bars that become quite shallow, or even dry out, at low tide, such as the long spit on the western side of Great Brewster that extends nearly a mile towards Lovell's. This could be quite a rude awakening for a sailor viewing this wide channel as a safe place to sail through. We've helped pull a few powerboats off rocks between Great and Little Brewsters also. And we've seen sailboats aground awaiting the rising tide to be lifted off the bottom.

We're going south next March to Savannah/Charleston for their sea kayaking symposium. It's a great area for paddling and the southern hospitality is fantastic when they pull out all the stops on their "Good Ole Oyster Roast and Low Country Shrimp Broil". We must have eaten over 50 oysters each on our visit last year. I thought I'd died and gone to heaven. They kept

the oysters and beer coming until people couldn't or wouldn't shuck one more. Then they bring on the shrimp!

We have been sailing Nautiraids lately. We helped Windspeed Designs perfect the hardware for their windsock downwind spinnaker driftsail rig. Very safe, loads of fun, and free of much of the rigging, spars, leeboards, etc. currently used on kayak sail rigs. You'll have to try it with us sometime.

Bob Walker, Aquaventures, Roslindale, MA.

### WRONG BOAT

Contrary to what you reported and pictured in your Mighty Merrimack Rowing Race report in your November 1st issue, I rowed the race in a 16' peapod designed and built by Bill Bailey of Kittery Point, Maine. This boat is quite different from a Gloucester Gull and very enjoyable for racing as well as safe cruising. My 3-1/2 month old son, Travis, accompanied me during this race, riding comfortably in the bow.

I understand these kind of mistakes happen, and just wanted to set the record straight.

Stanley Longstaff, Portsmouth, NH

### JUST ABOUT CONVINCED

I liked your report on the Wooden Boat Show, especially as I didn't get to go to it this year. You've just about convinced me to exhibit there next year. I'm trying to get the TSCA back next year also. But WHO are the boatbuilders you mention who don't need any more orders or customers? And HOW can I get to be like them?

Rob Barker, South Cove Boat Shop, Montague, MA.

ED. NOTE: I personally know perhaps a dozen wooden boat builders who are steadily busy building boats to order. I believe they got that way by building what people want at a price they are comfortable about paying.

### WHAT HAPPENED TO THE FLATBOATS

Referring to your article on the Kanawha Flat Boat Project in the October 15th issue and your question as to what happened to these flatboats once they'd been floated down the Ohio and Mississippi Rivers, they would go all the way to New Orleans eventually and then be dismantled and taken ashore to become houses.

George Rogers, Somerville, MA.

## ABOUT THOSE ASSYMETRICAL PADDLES

In response to Bob Whittier's query in the October 15th issue about why an assymetrical paddle blade, imagine adding on to the top edge (as it enters the water) of a symmetrical blade. This will improve leverage by adding to the lever arm. The blade width is usually narrower in asymmetrical paddles so the added length still provides about the same blade area. This shape provides the touring or racing paddler with a shallower stroke delivering the same propulsive force. With the longer blade edge up, the lever arm is increased, as is efficiency, most noticeably in bracing or rolling. Using the shorter edge upwards loses about 6" of that leverage. I like to think of this as a 6" extension on my paddle blade. I think the blade enters the water more efficiently with that longest edge entering the water first, myself. I am sure some engineering wizard can explain all this in terms of vectors, etc. and recommend anyone interested try such a paddle either way and see which way they find preferable.

Bob Walker, Aquaventures, Roslindale, MA.

## AND TWO SAILS ON SMALL BOATS

I may have caught you with egg on your face in your response to Bob Whittier's query in the October 15th issue about why two sails were used on small boats. Had his question related only to sloop rigs, your answer about the jib smoothing the airflow over the main would have been a good enough one, although the "slot effect" also increases the velocity of the air over the forward edge of the main, increasing the pressure differential between the front and back sides of the sail and thus adding to forward velocity. But I looked back at the July 15th cover photo to which Bob referred and found the boat he referred was a ketch rigged sharpie. Your answer doesn't relate to this sort of rig. Did you check back on that cover yourself? (No, ED.).

Chapelle states in his book, "American Small Sailing Craft" as follows:

"The New Haven Sharpie was primarily an oyster tonging boat developed in hull and rig for this work. Steadiness, reasonable carrying capacity, low building costs and good sailing qualities were desired and the boat had to row well."

It may be that the choice of the ketch type split rig was to have two fair sized sails with shorter masts at lower cost and less handling effort than the same sail area in a single sail rig. Also, the split rig provides a lower center of effort for equivalent sail area reducing the heeling moment. It was probably easier to handle in high winds.

Dick Berg, Rochester, NH



## AND AFTER THAT...

It began when my eldest son Michael was on a business trip in the Boston area. While waiting in a reception area, he came across your publication and immediately thought of me. I had been talking about looking for a "different" type of project to do. Upon his return home, he put me in touch with you. Interestingly enough, my first copy of "BOATS" carries my birthdate, April 15th.

Well that's how it started, and perhaps you can guess what happened next. I became so interested in the articles you published about the DK-13 that I then researched the article in the May/June 1986 issue of "Wooden Boat". Then I sent Dennis Davis a check for his plans and instructions.

When the plans came, I inventoried my shop to see what I would need; plywood from Harbor Sales Co., annular ring nails, epoxy res-

in, T-88 glue, etc. from Shumway Marine in Rochester, and so on, until I felt I had everything to start. And start I did, on November 1, 1987, finishing (finally) on July 1, 1988.

The first trial run by myself and friends was on Wanita Lake where I did everything with it; rolled it, filled it with water, got back in to paddle to shore. Then my wife Gale Ann had her first outing Labor Day weekend, we loaded the kayak, named after Gale Ann, and my Old Town Pack Canoe and went off to Tupper Lake in the Adirondacks. Gale Ann was thrilled with the performance of "Gale Ann".

So thanks for introducing us to so much enjoyment in small boats. I've now sent for Doug Alvord's plans for his' 12' sharpie, again thanks to reading about him in "Boats".

John Nowicki, Rochester, NY

## GOOD KID'S BOAT

Here's my order for your "Cockleshell" patterns and instructions, it looks like a good kid's boat and I figure my grandson's need for something to chase bluegills will be fully fulfilled with this neat little boat. Steve loves the water!

I'd like to ask your assistance in locating a designer of catboats named Andrew Setzer. Maybe someone reading this letter may know of this man's whereabouts.

I read your magazine all the way through every issue. I do have one complaint, it's too doggone thin!. I finished the last issue in 1-1/2 hours and, like eating Chinese food, I was still hungry for more. It's probably the most interesting "boat" magazine I've ever seen and I only wish there were more contributors from the west coast area. Perhaps I'll send you something. I've enjoyed kayak cruising for lo these 37 years. Most of my kayaks I built myself in my shop and garage.

E.G. Ragsdale, 5600 Alder Ct., Florence, OR 97439, (503) 997-7818.

## "COCKLESHELL" INTRIGUING

I was intrigued by your article on the "Cockleshell", and, as a neighbor and fellow canoe explorer has shown an interest in owning a kayak, we have decided to order a set of plans and build a pair.

Your magazine is my absolute favorite and is so refreshing in comparison to the boating magazines that emphasize "owning" rather than "enjoying".

David Jonas, Assonet, MA.

## TENDER TOP

Here's my order for your "Cockleshell" plans. By my measurements she will fit inside my Dovekie for travel and at anchor she will rest upside down on the gallows frame over the cockpit, giving full headroom in the "Cockleshell" cockpit area. A lightweight mylar cover will enclose area between. Did you really intend to design a "tender top"?

Bill Chewning, Richnmond, VA.

MID ATLANTIC SMALL CRAFT FESTIVAL

Weather--incredible, fantastic, perfect.

Outstanding Boat--Delaware Ducker. Won the Free-for-All Race by a wide margin with Teeling and Thayer aboard.

Outstanding People--100% of participants.

Outstanding Contributor--Dear Kate McCormick, who brought gallons of great chili for the Friday night gang.

Outstanding Rowboat--Livery. Three firsts: Men, Dan Muir; Women, Robin Muir; Kids, Aron Surgent.

Outstanding Event--On-the-water treasure hunt organized by Jessica Lydecker.

Outstanding Feature--Kiddie games and crafts organized by George Surgent and the young ladies.

Outstanding Dedication--Sam and Betty Schlegal up from Florida to handle bull horn and coffee.

Outstanding Public Service--David Cockey checking mooring lines and chafe in the dark of night.

Outstanding Support--St. Michaels Maritime Museum.

Outstanding Curiosity--Little tents pitched under the Big Top Sunday night.

Inescapable Conclusion--Mid Atlantic Small Craft Festival is the premier small boat event on the eastern seaboard.

Report from Jim Thayer

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# HAPPENINGS



### THE GREAT COLUMBUS DAY WEEKEND BLACK BOG YACHT CLUB PADDLE CAMPALONG

We had 20 kayakers signed on for our Columbus Day weekend trip planned to circumnavigate Cape Ann, but the onset of a southeasterly gale Saturday morning cut the group down to less than half that number. Still, these were ready to go paddling, so we searched for an alternative route. The sea outside of Gloucester Harbor was impossible, even the lee side of the Cape was all whitecaps in the 30 to 45 mph winds.

We wound up putting in at the town landing on the Ipswich River in Ipswich and paddled over into Essex Bay via little creeks through the saltmarshes. Paddling into the wind and rain was fierce, the rain cutting my face like needles. When our course amongst the islands took us downwind, I could "sail" along by holding my paddle aloft and "steer" by angling the blades to favor one side over the other.

We managed to set up camp on an island in the bay and spent a cold, rainy, windy overnight successfully. The following day was better, although still windy and rainy. We paddled out to peek out into Ipswich Bay but turned right about when faced with endless marching rows of whitecapped waves. So we devoted the day to paddling within Essex Bay again where some reasonable shelter was available.

Monday was a beautiful day with a strong northwest breeze, but most had had enough and it was homeward bound for many. Those of us who are locals paddled on out into Ipswich Bay and up into Plum Island Sound to wrap up the "First Annual Columbus Day Weekend Black Bog Yacht Club Paddle Campalong...whew!"

Bob Porter, Ipswich, MA

### SIMMONS SEA SKIFF DAY

The Second Annual Simmons Sea Skiff Day was held at the New Hanover County Museum in Wilmington, North Carolina, on October 1st. There were eleven genuine Simmons craft and two reproductions built from the plans sold by the museum's foundation, including one brought from the Gulf coast of Alabama by its builder, John Brown.

The Simmons Sea Skiff is a lapstrake plywood, shallow-vee bottom craft with an outboard in a well. T.N. Simmons of Myrtle Grove Sound, near Wilmington, designed the boat for ocean sport-fishing, seaworthy, fast and inexpensive. He and his son built at least one-thousand of these boats from the early 1950's to 1972, and they have ranged out through breaking inlets to the Gulf Stream and up and down the Atlantic coast. Their shoal draft was perfect for fishing in the sounds too, and high speed with low power combined with quick turning to suit them for water skiing also.

About three-hundred visitors to the show admired the boats. Some had purchased plans for the 18' low-sided skiff and came to see the actual boat and to hear Nelson Silva's afternoon talk on building the reproduction Sea Skiff. The museum's meeting room was full as Nelson used slides to help tell what he has learned about building the first five Sea Skiffs to come out of his shop.

Owners and prospective builders of the Sea Skiffs were enthusiastic about repeating this gathering next year and forming an owners' association. Judy Coleman volunteered herself and husband Max (who was skippering their Simmons in an ocean fishing tournament) as the focal point. They live at 209 Venus Dr., Greensboro, NC 27406.

Report & Photo by David Carnell

## PHILADELPHIA SMALL CRAFT MEET

Over 250 people with 60 boats turned out for the 8th Annual Traditional Small Craft Meet hosted by the Traditional Small Craft Association of the Philadelphia Maritime Museum in October at the Red Dragon Canoe Club on the Delaware River. Henry Majka took the photos, published in the club's newsletter without captions or further narrative. Just a look at the scene.

## SYMPO 88

The Greater Chesapeake Bay Sea Kayaking Symposium was held on the 14th through the 16th of October in Hampton, VA, and based upon attendee's responses, was a genuine success. With 141 in attendance to hear speakers John Dowd, Ken Fink, Lee Moyer, Tom Derrer and Bart Hauthaway, there was plenty of the desired one-on-one contact between participants and speakers.

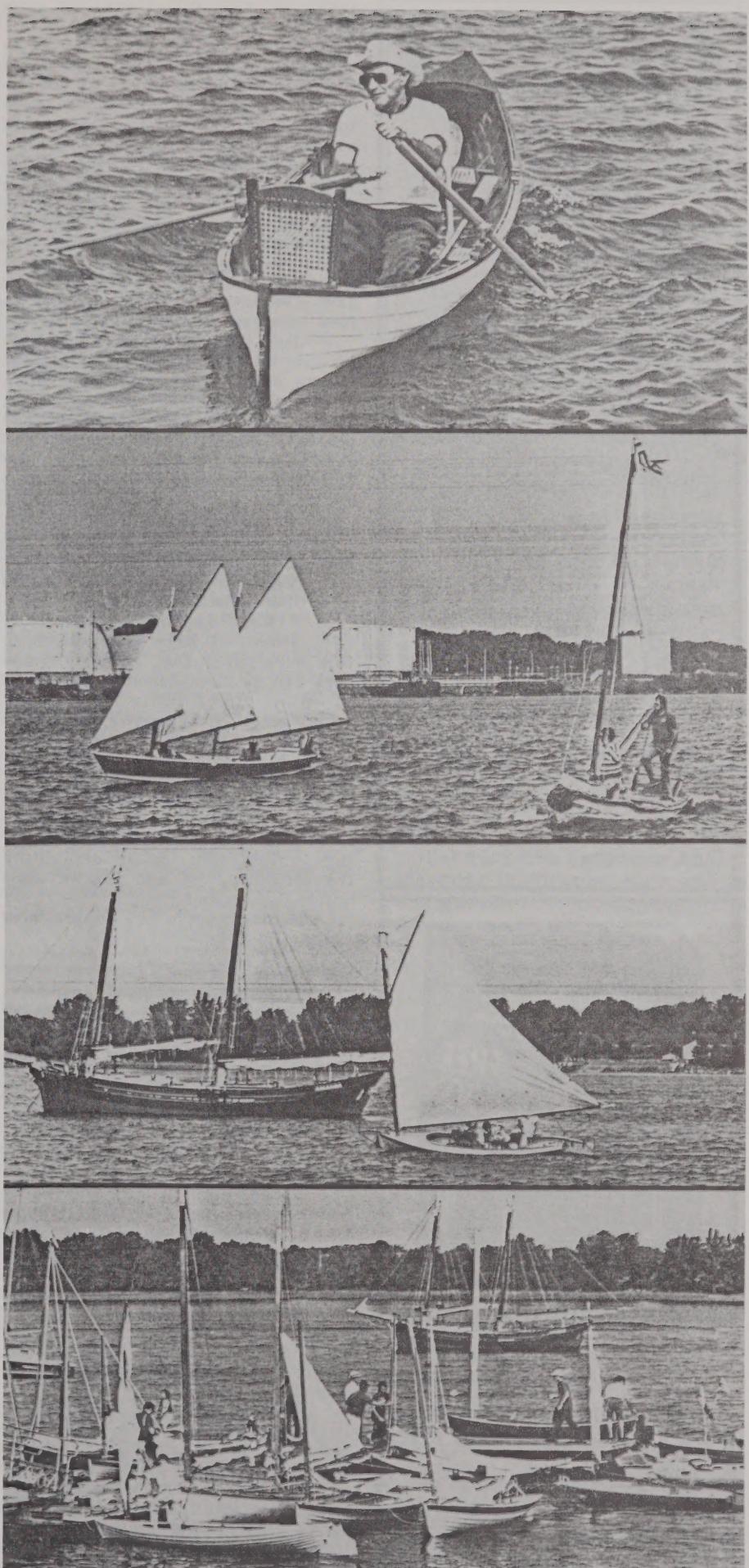
The participation of Chuck Sutherland, Moulton Avery, John Correl, Brian Price and Eric Klein, on behalf of ANorAK and the American Canoe Association, was particularly appreciated as they offered sound instruction on paddling techniques and safety for those at all levels of the sport. The fact that the presentations by east coast paddlers were given highest ratings by attendees confirmed that expertise in sea kayaking is no longer the exclusive province of the west coast.

With a Kayak Show on Friday night, rolling clinics, classroom sessions, pool instruction, paddling trips and boat trials at the beach, there was a full range of activities for paddlers of all levels of proficiency. Paddlers attended from as far away as California and the Virgin Islands and every one of the Atlantic Coast states was represented.

SYMPO 88 was sponsored by Seven League Sea Kayaks, Wild River Outfitters and the Chesapeake Association of Sea Kayakers (CASK). The success of this initial effort has encouraged scheduling of SYMPO 89 for October 13-15, 1989. Information from SYMPO 88, 34 E. Queens Way, Hampton, VA 23669.

## MERRIMACK RIVER WATER POLICY

The Merrimack River Watershed Council has just issued a twelve page pamphlet discussing the subject, "The Merrimack River: Water for All?". While it heavily focusses on water quality, it also is of some interest to those who boat on its waters because of future plans for not only improving water quality but also preventing further tapping of the river for municipal water supplies. If you'd like a copy, and other information on this public interest group, request it from the Merrimack River Watershed Council, 694 Main St. W. Newbury, MA 0950, (508) 363-5777.



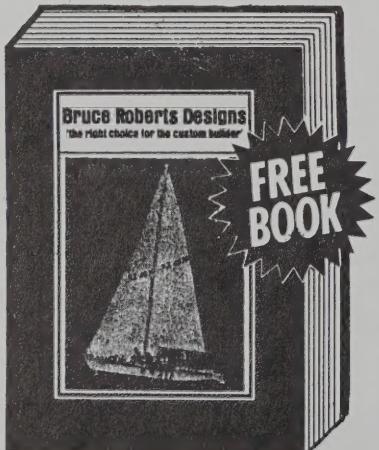
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## ONE OF THE BIG BOYS AT THE NATIONALS

We were all looking forward to seeing the "BIG BOYS" at the ACA Canoe Marathon Nationals at Hanover, NH. You know the names: Barton, Fries, Rudquist, Jensen, et al. They were there en masse...despite the fact that I shook hands with Gene Jensen, I'm not sure his greatness rubbed off in our little encounter. Some greatness did rub off, however and it was from the most unsuspected source, Kent Fearey. Who's Kent Fearey, you ask? I would have inquired too, before Hanover.

Geoff and I sat at the registration table taking care of all the things needing taking care of when a bit of grumbling was heard. It seemed that an ACA old timer, one of the "Sugar Island Group", had shown up to paddle. Despite the fact that some of the folks felt he might not have found the right race, we welcomed his presence.

"...wanna race, drove all the way from Tennessee!"

"What do you mean, I have to join USCA? I'm an ACA lifer!"

...USCA explanation follows.

"What? It says right here in this here paper that ACA/NPC members can paddle without joining. I'm an ACA lifer! This here slash right here..." he shows page with letter indications, "...means I can be an ACA member or an NPC member."

At this point, Geoff steps in and sees the dilemma. He comes to me seeing it was my fault for writing it that way. After explaining the situation, he and I draw some quick conclusions:

1. This guy is one tough, neat old gent.

2. He's driven up overnight all the way from Tennessee.

3. He's over 70 years old.

4. He's an ACA member and, even better, a lifetime member.

5. He's probably on Social Security.

6. I did write the paper that way and he does have a point.

7. He wants to race!

8. This guy is gutsy and we like him.

9. Geoff and I are willing to bend but the problem lies with the USCA membership officials who are NOT bending.

Without further discussion, Geoff and I make the move, but it is Geoff who has the wallet, so out comes the \$15 membership fee and Mr. Fearey is now a USCA member, eligible to race. He springs for the race fee.

Now, this story doesn't end here because, as I said, Kent Fearey is a tough old guy. Without much hesitation, he takes himself and his canes over to get his boat. Canes, I said? Oh, I forgot. It seems Kent Fearey has some problems with his legs. Looks like some rheumatism sort of thing at first,

but no, that's not quite it. He's already found somebody to take his boat, an old Mohawk, heavy and slow, but his boat nonetheless, down to the water.

Kent's not shy about his love of the sport, or about himself either. You quickly learn that canoeing is his first love and that he does it in spite of his legs. Yes, in spite of, for Kent has no legs. This wonderful, feisty gent had the misfortune of losing both legs in a railroad accident as a young man. He undoes his prostheses, throws the two limbs behind him, "...they only get in the way..." and proceeds to paddle the 18 mile course. Ten hours later, yes ten hours, when all the rest have received their medals, Kent Fearey gets his. He finished with dignity and dedication and to a crowd that appreciated his effort. He never complained and, even better, he showed up the next day to help out selling raffle tickets!

Greatness thus comes in many guises, and we are better people for having met this paddler, this lifer, this man from Tennessee, paddler Kent Fearey.

Report by Sue Audette from "The Connecticut Canoe Racer", newsletter of the Connecticut Canoe Racing Association.

## TIDES AND SHIPWRECKS

Fred Woods Nautical Supplies is a nice old timey yacht supply shop in Marblehead now run by Fred's family since his death several years ago. They have nice stuff and useful stuff, not a discount shop though. In their current "Holiday Gifts" catalog I spotted two things I might go for. For \$8.95 I can buy one of those color calendars of yachting pictures WITH TIDES for each day included. Handy. And for \$7.50 I can buy their detailed poster showing the locations and identifications of shipwrecks along the North Shore of Massachusetts over the past 200 years. A couple of inexpensive sort of neat items. Fred Woods Nautical Supplies is at 76 Washington St., Marblehead, MA 01945, (617) 631-0221, open 9 a.m. to 5 p.m., Monday through Saturday, and Sundays until Christmas 1 p.m. to 5 p.m..

## ROWING BOOKS

Pat Smith of Essex, MA, has made it her business to locate books on rowing and offer them for sale to rowers who cannot find what they want on the sport easily. Her experiences in trying to locate rowing books led her to this, and now The Rower's Bookshelf has over a dozen titles, plus a videotape, available. Good Christmas gift material for the oarsperson in your life. Send for Pat's illustrated detailed catalog. The Rower's Bookshelf, Box 440M, Essex, MA 01929.

## MAINE MARITIME WINTER WORKSHOPS

Ten winter workshops related to small boats have been scheduled by the Maine Maritime Museum at their Apprenticeshop in Bath, Maine, unless otherwise noted. All are scheduled evenings 7-10 p.m. unless otherwise noted.

December 7 & 8: The Shape of Boats with Dave Dillion.

January 9 & 10: Strip Planking with Richard Pulsifer, at his shop in Brunswick, ME.

January 25 & 26: Marine Carving with Gregg Fisher.

February 8 & 9: Half Hull Modeling with Peter Arenstam.

February 11: Re-Canvassing Wooden Canoes with Rollin Thurlow, 9 a.m. to 5 p.m.

March 8 & 9: Lofting with Arno Day.

March 11: Caulking with John Maritato, 9 a.m. to 5 p.m.

March 18: Steam Bending with Jay Lawry, 9 a.m. to 5 p.m.

April 8: Sail Trim, Care and Repair with Nat Wilson, 10 a.m. to 4 p.m.

April 15: So You Want to Go Cruising? with Art Brendze, 9 a.m. to 5 p.m.

Registration for each course is limited to ten persons, fee for each is \$45. For further details and registration information, Maine Maritime Museum, 963 Washington St., Bath, ME 04530, (207) 442-7401.

## AT SOUTH STREET SEAPORT

Two winter activities of some interest at South Street Seaport in Manhattan are the boatbuilding workshops scheduled weekends in January, February and March for basic boatbuilding instruction by Mike Bull, and the ship model display running through February at the A.A. Lowe Bldg. at 171 John St. The boatbuilding workshops run Friday evening through Sunday on January 27-29, February 24-26 and March 24-26. Call (212) 669-9400 or 9416 for information and registration. If you want the whole schedule of everything, request a copy of "Broadside" for December 1 - March 31.

## NEXT SUMMER AT CLAYTON

It's a long way off, why even mention next summer at Clayton's Thousand Islands Shipyard Museum now? Because it will be the year of the 25th Anniversary Antique Boat Show there, the longest running such show in the country. It's a great place to visit anyway any summer, but August 5-7, 1989 will be especially interesting. We'll have more details next spring, but now if you'd like to maybe plan a vacation trip around this occasion, write to the Thousand Islands Shipyard Museum, 750 Mary St. Clayton, NY 13624, and ask to get on their mailing list for announcements about their 1989 season.

## COMING WINTER SEMINARS

Two mid-winter gatherings of boat folks deserve preliminary mention here, to aid in planning for anyone who might like to take them in.

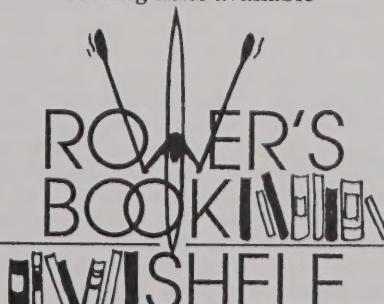
On January 8, 1989, a seminar on management of submerged cultural resources (shipwrecks) will take place in Baltimore, MD. Increased recreational diving and commercial salvaging have focussed preservationist attention on protecting historic shipwrecks from outright plundering. For details on this seminar, contact Partners for Liveable Places, 1429 21st St. NW, Washington, DC 20036, (202) 887-5990.

February 24th-26th will see a Yachting Symposium at Mystic Seaport Museum, focussed on "Going Fast in the '20's and '30's". Amongst others, Stanley Rosenfeld, the marine photographer, will discuss his life work photographing the great yachts of yesteryear. There'll be power cruiser programs also. And for toy boat lovers, the curator of the Forbes Magazine Collection of toy boats will speak in conjunction with the upcoming exhibit of some of the Forbes Collection at Mystic. For details, contact the Curatorial Department, Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990, (203) 572-0711.

## HAPPY BIRTHDAY BOOK OF BOATS

Ginger Marshal Martus, who publishes the newsletter "On Deck", has another publication in mind. She wants to put together a book of privately owned boats that have attained the age of 50 years or more. She's accepting any sort of boat, no discrimination as to the type of propulsion, even including a section for "out-of-commission" working craft. The boats to be included must be over 50 years of age, original or replica, no modern replicas of old timers. If you're interested, send Ginger your boat's specifications, designer, builder, ownership history (brief) and a good photo. Mail this to "On Deck", P.O. Box 2065, Vincentown, NJ 08088.

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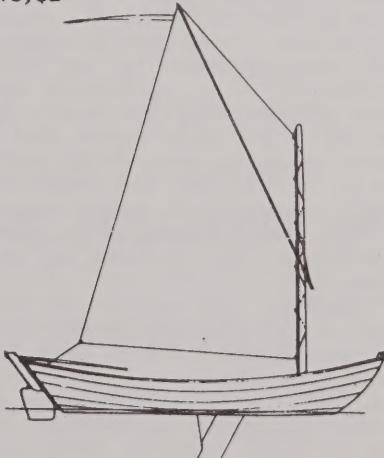
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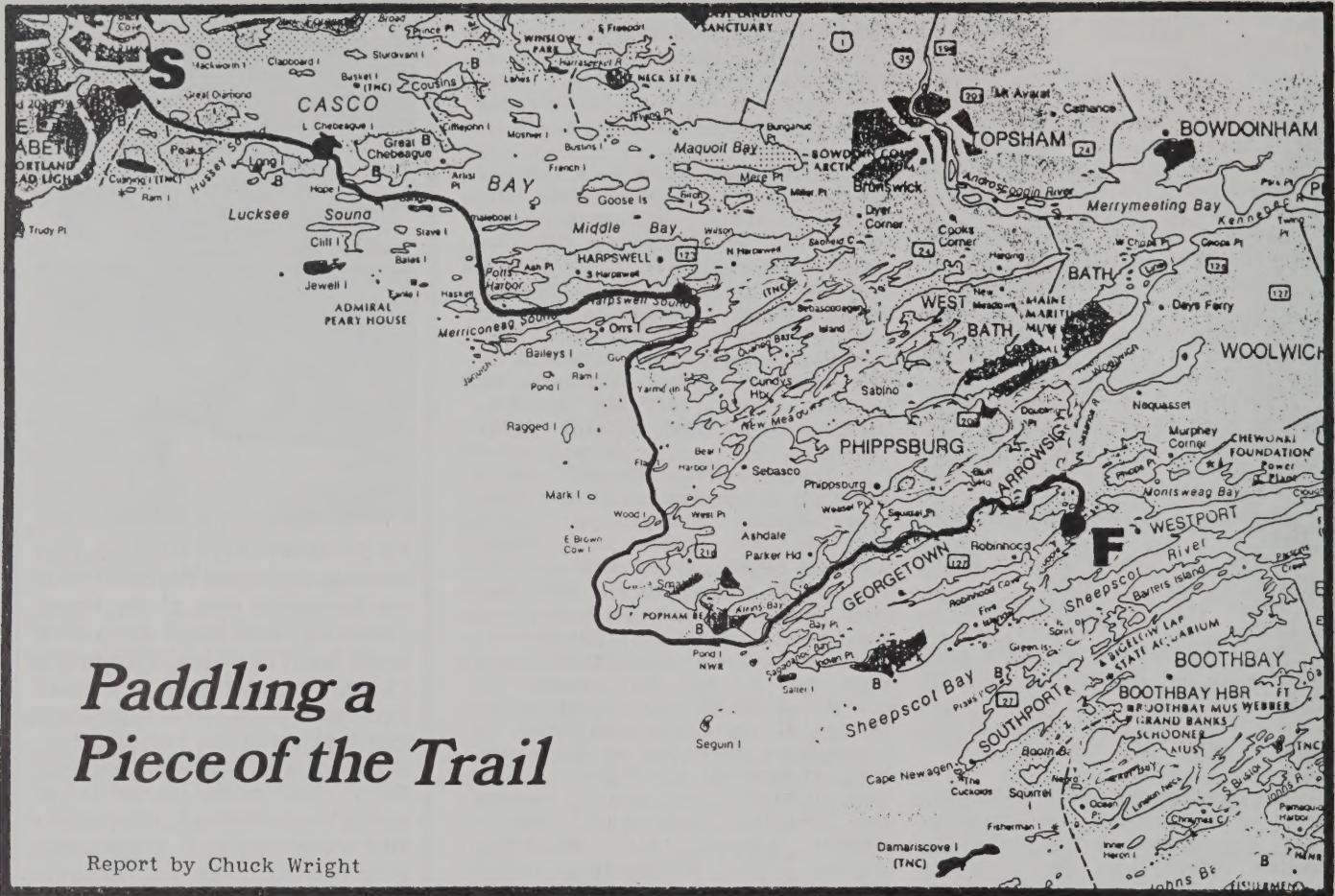
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## Paddling a Piece of the Trail

Report by Chuck Wright

Bill Gerber wrote of the establishment of the "Downeast Coastal Canoe Trail" in the June, 1984, issue of "Appadachia", the bulletin of the Appalachian Mountain Club. A four-part series of articles on this trail by Bill was also published in the June and July, 1984, issues of "Boats".

Having canoeed from Richmond down the Kennebec to the AMC Knubble Bay Camp in 1985, I was bitten with paddling "downeast". So this year I let it be known that I wanted to paddle from South Portland to Knubble Bay, and found two others interested in going along. But this time I wanted to see what it would be like traveling by sea kayak.

Reading descriptions of the routes used by various paddlers of the canoe trail, I found they all involved a portage in the Bath area. But I didn't really want to interrupt the trip with a portage, or have to leave a car in Bath, too complicated. So I planned to go out around Small Point and up the Kennebec.

The trip began at 4 a.m. on Tuesday, August 9th, as I left Cape Cod to pick up another paddler in New Bedford and drive to South Portland, arriving there at the home of a friend at 9:30 a.m. He drove up to Knubble Bay with us so we could leave our cars there. Back in South Portland and on the water about 2 p.m., we arrived at Little Chebeague Island

about 4 p.m. About four hours of paddling on Wednesday brought us to Clark Cove by 2 p.m., with a stop enroute at Potts Harbor. Both days had been beautiful and warm with a strong southwest wind coming up on Wednesday. Thursday was the day I worried about. This would be the day that would make or break our trip. We had about 27 miles to do to get to Perkins Island in the Kennebec and a repeat of the wind of Wednesday would make that rough, given that almost twelve miles of this would be on open waters out around Cape Small to Popham Beach. Furthermore, I figured our best chance of getting through the rip at the mouth of the Kennebec would be at a slack tide.

We decided that an early start was in order, real early, so the first hint light at 5 a.m. on Thursday found us on our way. Steady paddling through about two foot swells got us to Cape Small about 9:30 a.m. A brief stop inside Isaiah Point and we were back on the water in order to get into the Kennebec before the change of tide at about 11 a.m. Carefully picking our way through the surf breaking on the gently sloping beach and a number of ledges and islands (the swells rose up to four or five feet as they came into these shallows) we arrived safely in the Kennebec and found Perkins Island about noon. At least seventeen miles in less than seven hours.

Perkins Island is a wooded and

rather steep-sided island with an abandoned lighthouse. The island has little space for tents and the mosquitos were fierce in the woods, so we took another look at the tidal ledge we had landed on. Clearly the day's high tide had not covered this ledge so it looked good for camping with the breeze blowing over it and the rock to sit on. We did paddle upriver to Goat Island off Phippsburg to check it out, but it looked no better, so we pitched camp on the ledge.

Even a bonfire on the rock in the evening did not deter the carnivorous tidewater mosquitos and so once again we had to retreat to the tents at about 8 p.m. The night tide came up higher than the daytime tide, however, and although we didn't get washed out, it was close. The tide rose right to the tents and under part of one tent.

A brief early morning shower preceded a very hot and sunny day Friday. There was no rush this day as we had all morning to paddle on the incoming tide to Bath and all afternoon to paddle the outgoing tide down the Sasanoa River to Knubble Bay. We paddled to the Maine Maritime Museum where we landed at the guest dock and spent over two hours touring the museum and having lunch. Before leaving, we drenched ourselves with water from the hose at the dock several times. Paddling down the Sasanoa, we passed through upper Hell's Gate at near slack tide and had no

trouble with Lower Hell's Gate. We arrived at Knubble Bay Camp at 4:30 p.m.

We had almost perfect weather for our trip and it was a most successful one, but in retrospect I can see that the open water portion of the trip might have been very difficult or impossible in less favorable conditions. Our route covered about 49 miles, so with side trips and the paddling on Saturday back to Upper Hell's Gate to play, and on Sunday, I would guess we paddled about 70 miles. Perhaps the highlight of the trip was the early morning paddle down Gun Point Cove. We saw several seals here and it was especially beautiful in the area of the bridge to Orr's Island. Riding the swells in open ocean, though intimidating, is also very exhilarating.

A precaution I took and which I recommend, was to mark our route on my chart before I started out, and indicate compass bearings to turning point. I made a list of turning points, buoys, prominent points of land or islands, with

their bearings and the distances to them, so that even were we to be socked in by fog we could find our way. Even in good visibility, bearings are useful. The visibility on Thursday was about one mile with the result that we could not always see landmarks and did use the compass to find our way.

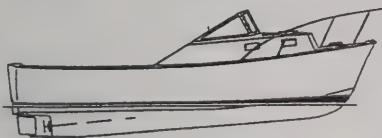
As to the ability of my sea kayak to carry gear, there is ample room if you think in terms of back packing. My tent, sleeping bag, mattress and tarp weighed about twelve pounds in waterproof bags. Personal things, clothes, cooking equipment, rain gear and first aid kit in a waterproof bag weighed about twenty pounds. A bag of food weighed about thirteen pounds, little effort to go light here, and I carried about fifteen pounds of water in an REI watersack. With my paddling equipment, extra paddle, paddle float, etc., I figure I carried around sixty-five pounds and it all fit inside the boat, no deck load.

If I lead another of these trips, I think I will provide a

checklist and see that too much gear isn't brought. An oversight on my part was not giving much thought to what we would do if we could not round Cape Small. While I can think of a couple of possibilities had we not been able to follow our planned route, I should have done more to facilitate a change of plan if necessary.

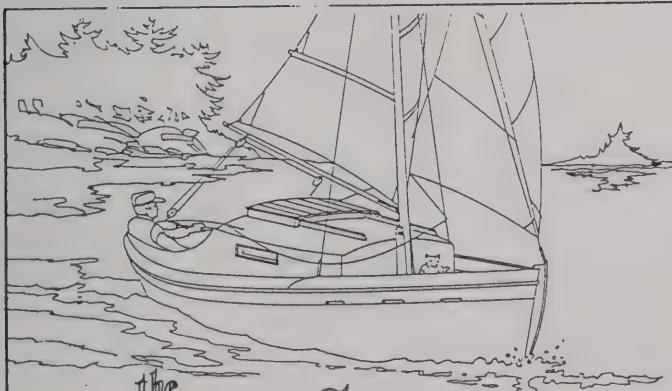
Next year I will perhaps start with the weekend at Knubble Bay Camp, a trip we do annually, and then proceed up the coast to Friendship or thereabouts, something to look forward to and plan for. In the meantime I believe I will contribute to the efforts of Dave Getchell and his Maine Islands Trail plan to help locate and publicize places that can be used by persons traveling the coast in small boats. Without the leaflet, "Your Islands on the Coast" available free from the Island Institute, Box 429, Rockland, ME 04841, I would not have known of Perkins or Goat Islands in the Kennebec.

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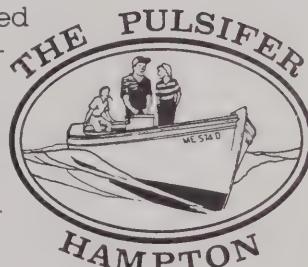
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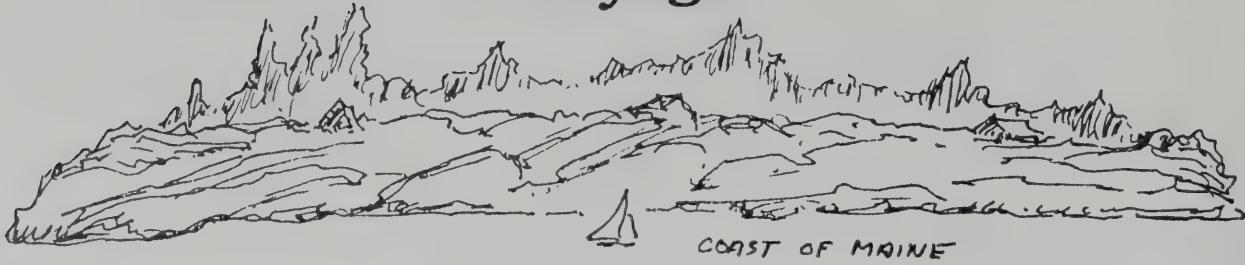
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# The Voyage

Story & Illustrations by Tom



At sunset I lowered the main-sail and raised a small sail in its place. It was a little larger than the jib. If the wind blew up during the night I didn't want to have to change sails. I lit a street lantern and hung it on the boom. That was



LANTERN

my only light. The jib was whisksailed out to starboard. I figured that our speed was probably between 3-1/2 and 4 knots over the ground, so I pulled out the chart and drew a line from Cape Ann to Monhegan and divided it up into intervals of four miles and labelled them for each hour. Whatever hour it was I was on the line.



CHART

The light slowly faded, leaving us in total darkness, except for the stars and the lantern. I had no light for the compass so I shone the flashlight on the compass, got my bearing of 60 degrees, looked up and saw the "W" on one side of the mast and the north star on the other. I shut the light off and steered by my two beacons in the sky. "Is this primitive?" I asked the boat.

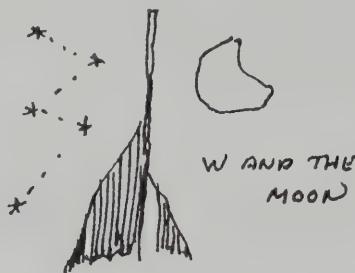


POLARIS AND W

Continued from Last Issue

"It's primitive," the boat replied.

A shock cord held the tiller amidships, seldom asking to be corrected. Soon the moon rose and I welcomed the light. Now I had the "W" to port and the moon to starboard. The wind was still a steady



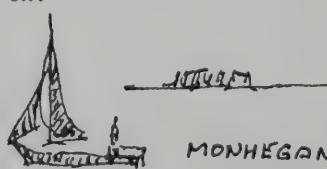
W AND THE MOON

12 knots. A haze appeared over the moon. I hoped there'd be no fog. I tried the foghorn. The mouthpiece was broken. I had stepped on it. At 3:00 a.m. Orion arose impressively. The few lights that did appear on the horizon were stationary.

The sun rose as the wind held steady. It got warmer. I started shedding clothes. Lowered the small sail and raised the larger mainsail. I bailed and noticed that the centerboard sounded funny banging against the box. "You shouldn't be doing that," I told the boat. "The centerboard is pulled up. Keep it up and you'll weaken the box," I warned the boat.

I looked around. There was nothing in sight. "We should be 8 miles from Monhegan," I told the boat. The sky was now overcast. A haze began obscuring the horizon. "We could sail right by and never see anything. Well, if we do, we'll sail through another night and hit the coast of Maine further up."

At 9:30 a.m. there was a short dark shape off to starboard. It was too big for a ship and too small for a cloud. A sailboat was coming from it. It must be Monhegan. But, there was no land to port. "Well, we missed the island," I told the boat, "I'm not turning back for it. Sail on."



MONHEGAN

"What's ahead?"  
"Port Clyde."

The sun burned the haze off showing us the beautiful coast of Maine. It looks scary on the charts but it's magnificent to sail close inshore to. We sailed 84 miles in 24 hours.

That single fly appeared again, with company. There is nothing worse than fly in a small boat. With time and ingenuity it'll multiply into a horde and start living up to its pestiferous reputation. Now they were quickly driving me mad by the time we made the headland. I asked a passing boat if Port Clyde was ahead.

"That's not Port Clyde, that's Pemaquid," the other boat replied.

PEMAQUID POINT



The wind lightened and I began rowing. New Harbor was a short way up the coast.. It looked good on the chart. The shore was a continuous high rocky cliff with a few houses sitting on top.

"What a formidable lee shore in a fog, you'd be on the rocks before you saw them." The wind was now strong enough to sail with, but it kept shifting, forcing us to jibe repeatedly. We sailed by Yellow Head and Pumpkin Cove, inside Dry Ledges and Little Island entering New Harbor. A monstrous power boat was at the dock. It pulled away and suddenly hovered over me.

"That's it, cut me off," a miniaturized skipper who couldn't see over his bow screamed.



We glided to the dock with barely enough wind to move the boat. "Can I tie up here for a minute to make a call?"

"Not here. Boats pull in and out of here all the time," I was told by an oversized man seated in a tiny chair.

"The old harbor problem again," I thought to myself. We sailed further hoping to find a place to land or anchor. Houses crowded the shore. I didn't think they'd appreciate me spending a night beneath their windows. So we sailed back to the dock and tied up. I stepped ashore and walked by the fat seated figure. "I'll be just a minute," I said emphatically.



### JUST A MINUTE

"We don't serve coffee now," I was told by the coffee man.

"We don't serve food now," I was told by the food man.

The phone didn't work. I needed a drink. In the bar a drink was \$3.75.. "No thanks," I told the bartender. If vices get any more expensive we'll all be forced to live the good life. I returned to the dock.

"Who's damn sailboat is that?" I heard, and found a lobsterman grumbling over my boat.

"I can see why people don't tie up here for long," I told the fat man. I shoved off and went forward to clear the jib sheets. When I returned to the tiller I found the boat angrily rushing at the disgruntled lobsterboat. I went forward and fended off. When I returned to the tiller, the boat was making another charge. "Calm down, let's get out of here," I told the boat.



### RAMMING

The boat mumbled a stream of profanity. We sailed down a cove off to the side of the harbor that looked inviting. We anchored near the shore. I metamorphosised the boat for the night. "You were getting pretty bad back there," I told the boat.

"Well, just so we don't both go bad at the same time, we can keep each other out of trouble," the boat admitted. I crawled into the sleeping bag and passed out.

I awoke at sunrise. Somebody was rowing a boat close by. "Morning," the rower said.



### MORNING -

"Morning," I responded. "Is there a ramp close by where I can pull this boat out?" I asked.

"None around here, but there's a good one up the Pemaquid River. Got a chart?" He came alongside and showed me where the river was. "Not too far, just around Pemaquid Point."

"Thanks."

"Glad to help." And he rowed away.

"See, humanity isn't all rotten," I told the boat.

"I'll remind you of that when you have the next tantrum," the boat said. "Set sail and let's get out of here."

It felt good to sail out of that harbor and down along the coast to Pemaquid Point. I watched the houses that topped the cliff pass by. It was bad enough that they cut the trees down to build those ugly boxes but they had to add that manicured lawn, truck in soil and then herbicide and fertilize it until it looked like a living room rug and nothing could live on it.

"I thought you said humanity wasn't all rotten," the boat laughed.

We rounded the point and sailed gently up the western coast, entering the river against a fast ebbing current. We tacked several times across the river, finally making a dock that had no boats and no attendants. It was perfect. I tied up, dropped the sails, and went ashore. There was a beautiful ramp gradually sloping to the water, a spacious parking lot was nearby, and a restaurant and a museum. What else could I ask for?

The museum was first. Colonial artifacts had been discovered on Pemaquid Neck. A village had been recreated in a scale model. Among the artifacts were clay pipes that were often broken or thrown away.

Some of the men put pipes in their hats. I began wondering why reading glasses couldn't be put on a hat the same way. How often have they been lost or broken?

I didn't visit the fort or eat at the restaurant because I was told anyone coming with a trailer to pick up a boat would never find it. "Your best bet is Boothbay", I was told. So I quickly returned to the boat and sailed away from that great little harbor. There was a good steady wind with a fog closing in. I tried the foghorn again. It was busted good from rolling around in the bottom of the boat. I plotted compass courses from buoy to buoy. We hit the first few and then nothing. We soon came upon a lone gull sitting in the water.



### GULL

"We're lost," I told it.

"Use your instruments," it replied.

"We don't have any. Don't believe in them. We're developing our instincts. Some things have a natural sense of direction."

The boat started laughing hysterically. The gull joined in.

"It's true. St. Brendan had a natural sense of direction. Animals and birds have it also."

They laughed louder.

"All right, we're lost, can you help us?"

"Nope."

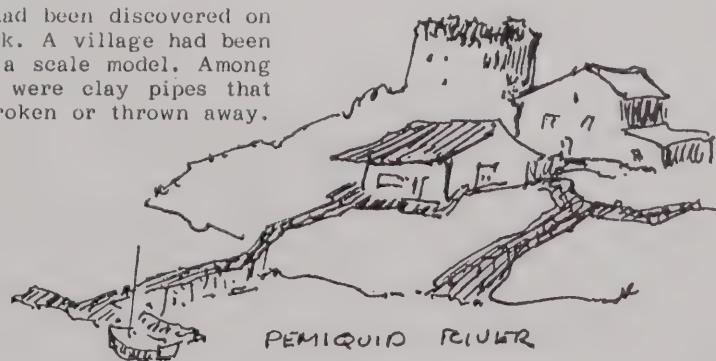
"Why not?"

"I'm lost myself."

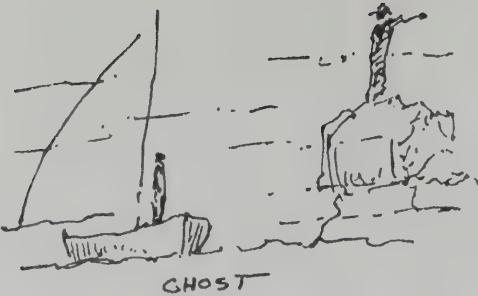
The boat and the gull laughed even louder. We left the lost laughing gull and soon came upon a headland with tall spruce trees lining the shore. I consulted the chart. "Must be Spruce Point."

We sailed close and began circling it. It was an island. "It must be Squirrel Island."

Keeping it to the left we came upon a large rock with a ghostly figure sitting atop it. "Is this Boothbay or Linekin Bay?" I asked.



PEMAQUID RIVER



"Boothbay," the figure replied, "the harbor's that way," pointing a ghostly finger into the fog.

I had a strong premonition that this is where our problems would begin. We groped along the shore like a blind man along a wall. The harbor appeared suddenly as we sailed out of the fog to face the old problem of now where to go. "Where is the public dock?" I asked a fisherman on a pier.



FISHERMAN

"Across the harbor beside that pink passenger boat," the fisherman said.

We started across. The pink boat pulled away from the dock. I turned to port. The pink boat turned toward us. I turned to starboard and the pink boat turned toward us again. I turned to port, and as it turned I cut across its bow. "Just a drunken Scotsman out for a spin around the harbor," its broadcasting system announced. "Nothing to be concerned about."



PINK BOAT

"Our problems are beginning," the boat admitted.

We tied up to the public dock. "Three hours tie up," a sign said. "No overnighting."

I cleaned the boat up as best I could and stepped ashore to find the harbormaster. "If he ain't here, he's across the harbor," I was told. So I walked around the harbor and was told, "He went fishin'."

I returned to the landing and had a drink in the local pub. "I'd better get some food in me or I'll fall on my face," I told myself. It began raining. I asked a hotdog vendor how I could find the harbormaster.



DRINK

"Go to the police station, they can radio him. At the police station he was contacted and I talked to him on the phone.

"Where can I get a mooring for the night?"

"There's no public moorings, you'll have to try a marina. Try the Tug Boat Marina."

"Is there a ramp where I can pull my boat out?" I asked.

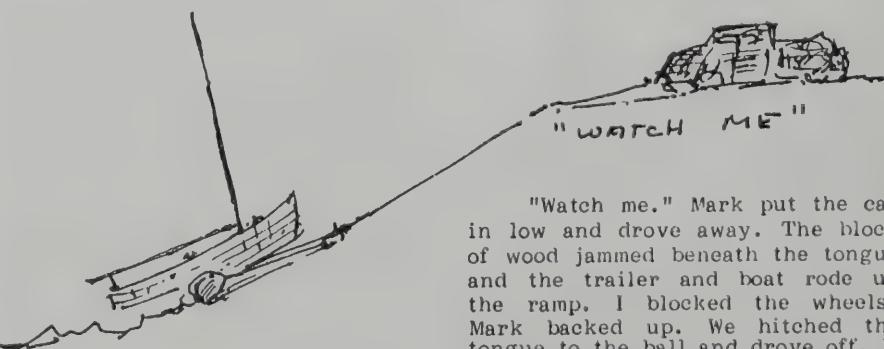
"The Carousel Marina across the harbor."

I looked for the Tug Boat Marina. It was the most expensive marina in Boothbay.

"Forget it." It was raining hard now. I tried to find a room. Places wanted \$80 for the night. "Forget it." I returned to the boat and rowed out into the middle of the harbor. I grabbed a mooring, ate a can of beans in the rain and rolled up in the tarp. Slept fitfully until sunrise, then rowed back to the public dock and had breakfast.



RAIN

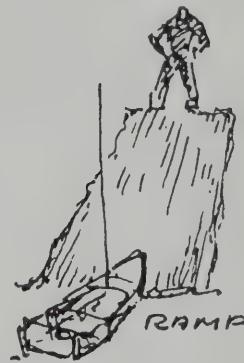


"Watch me." Mark put the car in low and drove away. The block of wood jammed beneath the tongue and the trailer and boat rode up the ramp. I blocked the wheels. Mark backed up. We hitched the tongue to the ball and drove off. It was good to get away from that place with its invisible officials.

Later I learned that there was a yacht club in the harbor where I could have enjoyed a guest mooring and privileges.

Then I rowed across the harbor to the Carousel Marina, getting there just as Mark arrived with the trailer. He backed the car down the ramp and I pulled the boat on the trailer. The wheels of the car spun on the ramp as the car started sliding back into the water. I slid the boat off the trailer and asked a truck driver to pull the car out.

"I'm not backing down that ramp," he said.



"Don't have to," I replied. I tied the anchor line to the bumpers of the car and truck, the truck stayed up top and pulled the car out. Then the truck driver told me that the only time that ramp could be used was at high tide. There were two other ramps in the harbor that were the same. They were traps for anyone who didn't know. High tide was a 9 p.m. I couldn't wait that long. The trailer didn't have any lights so I couldn't drive at night.

"Are you going to leave me here?" the boat asked.

"I'm not leaving you here," I answered the boat. I took the trailer off the car and backed it down the ramp and put the boat on. Then I tied the anchor line to the tongue of the trailer, put a block of wood underneath it, then tied the other end to the bumper of the car at the top of the ramp.

"You can't do that," I was told by the marina attendant.



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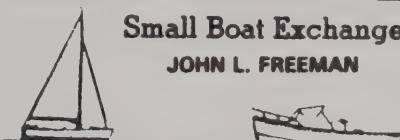
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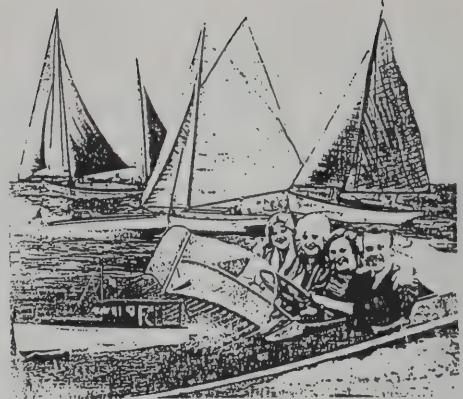
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## BOSTON & ANTIQUE & CLASSIC R BOAT REGATTA



Boston's Antique & Classic Boat Festival for 1988 moved from earlier years' July 4th weekends, where it was lost in the midst of Harborfest activities, to the weekend of September 10th. The weather turned out summerlike and the event was a great success according to its sponsors, the Boston Harbor Associates, a non-profit association of people who care about Boston Harbor and are dedicated to making it clean, alive and accessible. The following is their report from their fall newsletter:

Everyone was a winner at the Sixth Annual Antique & Classic Boat Festival. This year was particularly exciting because we had none other than the former Presidential Yacht SEQUOIA as a judging platform. The Sequoia, a classic herself and built in 1925, served eight Presidents. Prince Charles, Emperor Hirohito and President Brezhnev are several of the dignitaries who have engaged in celebration and negotiation aboard the famous yacht.

Left from top: 40', 1929 Elco, "Erewhon". The ex-Presidential Yacht "Sequoia" was the judges platform as a "Real 28" passes in review. "Strumpet" is a refurbished work-boat.

Near right: "Torpedo" is a 1984 replica racing inboard. Far right from top: 50' ketch "Norstar" was "Best of Fleet". "Erewhon" and the "Real 28", a contrast in power cruising styles. "Chautauqua", a study in elegance. Photos by George Sauter

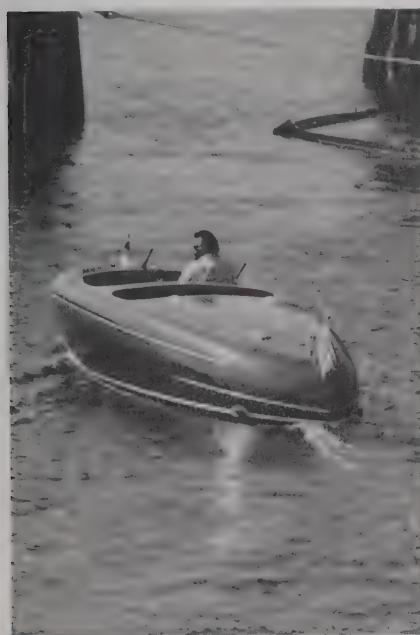
The first day of the two day event, September 10, was more like a breezy summer day than anything indicating fall's approach. The festival took place at the Charlestown Navy Yard's Pier. Participants ranged from the tiny (10' and 12' - a Turnabout and a Fire Fly sloop) to the huge (the 147' schooner Pilot). Yachts of all ages and shapes fell in between that range, from the oldest vessel (the catboat MATCHLESS, built in 1906), to some unusual replicas (TORPEDO, a 1984 replica of a torpedo shaped racing inboard; SHOWBOAT, a 30' fiberglass replica of a 1920's power cruiser), to the classic 40' 1929 Elco "ERAWAN", and the beautiful 50' cruising ketch NORSTAR.

The entrants powered or sailed past the five judges, who viewed them from the top deck of the SEQUOIA. Working from a field of more than twenty vessels, many of which were fit to win several categories, they had their hands full.

The sponsors of the event did a great job of making everyone happy. In addition to plaques for winners, participants received colorful ditty bags filled with useful marine supplies. A table of tasty hors d'oeuvres was set up under a tent on the pier before the announcement of winners. The weekend was perfect - great for a parade, great for sailing, great for powering, and great for spectating.

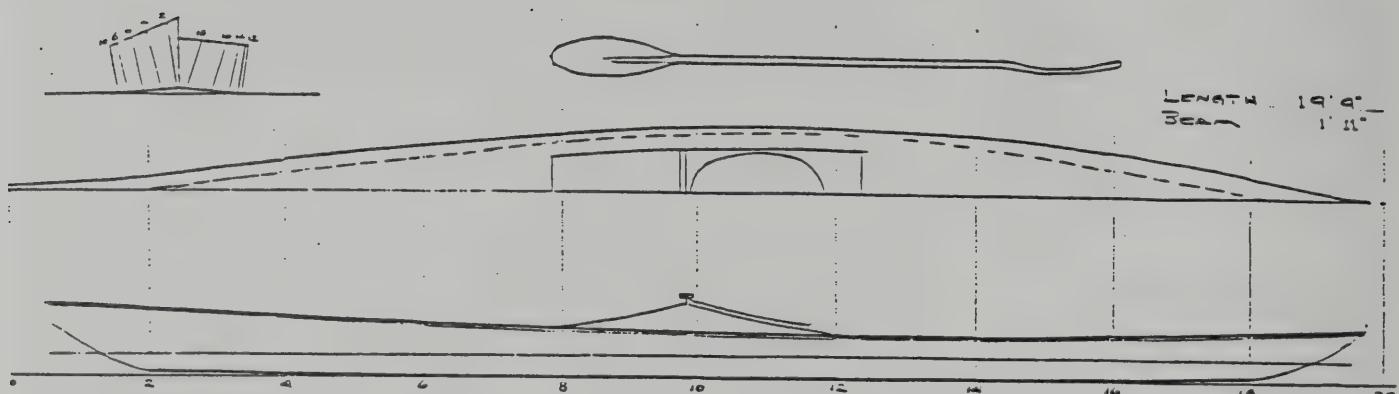
*by David Roper, Festival Judge (In a former life, Judge Roper was a Mississippi River sternwheeler captain. Nowadays he captains a 1926 Alden Schooner and 1948 Cutter).*

If you'd like to know more about The Boston Harbor Associates, contact Pat Wells at (617) 330-1134 or write to her at 51 Sleeper St., Boston, MA 02210.



# DESIGNS

## *Chewonki's Kayak*



Mention has been made several times over recent years on these pages of the sea kayaks that young people enrolled in a summer boat-building program at the Chewonki Foundation camp in Wiscasset, Maine, build and then tour the coast of Maine in. Here's some de-

sign detail on these boats.

The design is taken from an original which is in the Peabody Museum in Salem, Massachusetts, and is North Greenland in origin. Lines and dimensions were taken from this boat and published in "The Bark Canoes and Skin Boats of

North America" by Adney and Chappelle. It is a stable, fast and seaworthy craft. The Chewonki version is built of plywood rather than of skin and stringers. The hard chine type lent itself handily to plywood construction.

## *Cruising Tug*



If recently reading about the Boston Harbor Tugboat Muster has whetted your appetite for owning a tug, and if you've got about \$40,000 to spend on one ready to go, you might like to look at Walter Beckmann's "Kathy 22", a roomy replica of an early steam tug powered by a modern 20hp Mitsubishi diesel. As such recreational tugs are built, this one has a lot of inside room for accommodation in its 7'3" beam, 2' draft hull, full standing headroom with room for a party of four to overnight, complete galley, stand up head, lots of storage room.

Beckmann has tried to replicate the gear and appearance of an early steam tug, even to the fitting of a "steam" whistle on the brass smokestack, run by compressed air. Lots of cast bronze and brass fit-

tings, as well as bronze lifeline stanchions are fitted, with electric lights within replica brass housings for running lights.

The hull has a full keel, skeg and deadwood to protect the prop and rudder. There are two 20 gallon fuel tanks fitted providing a 250 mile cruising range. Fresh water is stored in another 20 gallon tank. Lots of buoyancy in the beamy hull provides for carrying 1,500 pounds of lead ballast in the keel to provide unusual stiffness.

Now, if you want the REAL THING, "Kathy 22" can be supplied with steam power. No details as to this powerplant are furnished in the news release, however. You can get all the details by contacting the designer and builder, Walter Beckmann, at P.O. Box 97, Wakefield, RI 02880-0097, (401) 783-1859.

## *Cabin Boy*



An enduring, almost "cult" book on boatbuilding is one entitled, "Building the Skiff 'Cabin Boy'", a 7.5' rowing tender designed by John Atkin. One man who became especially enamored of the little boat is Cliff Buehrens, a naval architect from North Kingstown, RI. Cliff tells it this way:

"I built the lapstrake cedar-on-oak version of "Cabin Boy" in 1986. The boat came out so nice that I corresponded with John Atkin and obtained the exclusive rights to make the boat in fiberglass with smooth sides. After some early difficulties, I now have a quite satisfactory mold."

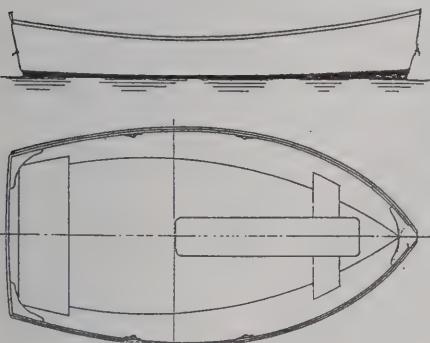
An acquaintance who runs a local woodworking shop borrowed one of my skiffs to try it out. At first he decided to buy it, then borrowed it to hang up in his shop for publicity purposes. His special-

ty is sailing and marine repairs. He now plans to interest customers in buying kits consisting of the fiberglass bare hull I build and wood parts he will build in slack periods to keep the help busy. The kit without hardware, is offered for \$375. He has five of my hulls and is currently finishing off the first one for his own family use.

In an effort to assist him, I have written a detailed five page, thirteen-step "How to Build the John Atkin 'Cabin Boy' Dinghy in Fiberglass" paper for kit purchasers. This is available directly from me for preliminary review of what building the kit will involve for \$3 postpaid.

I am marketing completed "Cabin boy" skiffs presently for \$595, with oak and mahogany wood components and bronze hardware. For an extra \$75 red, green or blue hull colors can be ordered instead of the standard off-white. Oars are not included, but can be supplied in 6' length in ash for \$33 or spruce for \$75."

Cliff Buehrens is at 494 Annaquatucket Rd. in N. Kingstown, RI 02852, (401) 295-0649.



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# A Paper



Last summer I decided to build a boat. I had taken wood shop at the local boat shop next to my high school, so I got together with Dan Sutherland of North River Boatworks here in Albany, and Dave Kavner of Pisces Paddles, to come up with a lightweight design to build.

Dan and Dave suggested it be a paper canoe, having read back in a July, 1986 issue of "Boats" a reprint article from a 1913 issue of "Boys' Mechanics" on building a paper boat. And now in "Boats" a serial was running on Nathaniel Bishop's travels in his paper canoe, built right nearby in Troy, NY. We decided to build three of the boats; a prototype for Dan, an improved version for Dave, and when all the wrinkles were worked out (literally), a third and final version for me.

Dan and I then lofted a 10'6" x 27.5" canoe hull. This taught me the way this initial step in traditional boat building was done. We designed in very little rocker, since the short length we chose for a boat that would be easy to store, easy to carry, and would fit into a station wagon, would not provide very good tracking in a straight line, an uncommon trait for any boat under 14' in length.

Once we had our design we then needed to figure out how to construct the framework upon which we were going to stretch the paper. This was difficult as we had only our own design to work from, the last production of paper canoes was close to 100 years ago.

The boats were to be built in a semi-production method by making up enough piece parts for all three boats. The first actual construction was to lay up the keel and fasten the stems to it with knees. We then installed two permanent bulkheads two feet from each end of the boat and one temporary building mold in the center of the boat. Each of these bulkheads and the stems were notched for 5/8" stringers. To set up the proper shape for the hull we placed two stringers at a time on each side of the hull in one third increments.

To make the inwales we drilled holes every four inches down a length of stock two inwales in width, then split this down the center to give us individual inwales with the rib notches every four inches. The inwales were then fitted into bulkhead notches as we did with the stringers. The entire assembly was then epoxy glued together.

Left from top: Frame in foreground before fitting ribs, ribbed out boat in background. The first finished boat. Varnishing first coat of paper.

We were now ready for ribbing. We used the Rushton rib style and steam bent the ribs across the top of the keel around the outside of the stringers. The bent ribs were then laid into the notched inwales and tacked into place at the keel and inwales. Lastly, we fitted the decks, and now had a completed structure upon which to lay the paper.

Dave undertook to find paper suitable for a paper canoe. By happenstance, he located the Manning Division of Lydall, Inc., which firm once owned the original paper boat company. Dan and I visited them and met Craig Updike, who took an interest in the project and donated enough of the original type hemp based paper for all three boats.

We had no idea on how to spread the paper over the framework of the hull. Our first try was to cover one side of the boat from end to end. We rolled up the paper, dipped it in water and then unrolled it over the hull framework, tacking it to the keel, inwales, and stems. Overnight the paper dried and shrank some, stretching out 80% of the wrinkles. We varnished over it and then repeated the process twice more. After the third layer was on, there were still some wrinkles. However, as it was the prototype, we went ahead and installed the gunwales and finished painting it.

On the second boat we tried laying three foot sections of paper across the hull framework. The problem that arose here was that the paper didn't shrink tight. So, we were back to the first method. Meanwhile, Dan had met Walter Fullam, a paper canoe fanatic, at the Wooden Boat Show. He gave Dan some useful advice on putting the paper down. The first layer was put on with wallpaper paste and dry paper, making it easy to spread out the wrinkles as we laid the paper. But, any remaining wrinkles after this would not shrink out.

So, we came to my boat, the last one. The first layer of paper went on with no wrinkles at all. We did the next two layers in the same fashion, producing the fewest wrinkles of any of the three tries. After mine was "papered", we completed it out and then painted all three, installed floorboards and did final finishing touches.

Now it was time for trying them out on the water. We took all three boats to a beach on the Hudson River, with two single blade paddles and one double paddle. The boats tracked as we'd wanted, were surprisingly fast, and very stable after one got used to the sensations a tiny boat provides about stability.

Dan has since taken his paper canoe on a week-long trip in the Adirondacks. He encountered many rocks and logs in the rivers, causing only small scuffs in the outer layer of paper. I, however, in playing around in my boat, swamped it in shallow water, landing on a large rock which punctured a hole in the bottom. But we easily repaired it by gluing two small patches over the holes, fairing them in and repainting. It looked like new again.

All three boats have been used a lot, and I have taken great pleasure in building, owning and using my own personal boat.

Report & Photos by Angela Cross.



Above: Nice lines on the beach.  
Right from top: The "fleet" at rest.  
Messing about in my own creation.



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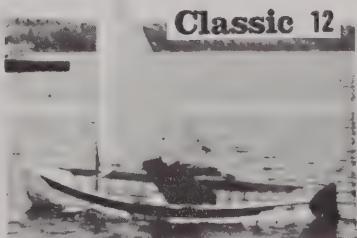
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DURING THE YEARS 1874-5.

BY

NATHANIEL H. BISHOP,

## CHAPTER VI.

### TROY TO PHILADELPHIA.

PAPER CANOE MARIA THERESA.—THE START.—THE DESCENT OF THE HUDSON RIVER.—CROSSING THE UPPER BAY OF NEW YORK.

MY canoe of the English "Nautilus" type was completed by the middle of October; and on the cold, drizzly morning of the 21st of the same month I embarked in my little fifty-eight pound craft from the landing of the paper-boat manufactory on the river Hudson, two miles above Troy. Mr. George A. Waters put his own canoe into the water, and proposed to escort me a few miles down the river. If I had any misgivings as to the stability of my paper canoe upon entering her for the first time, they were quickly dispelled as I passed the stately Club-house of the Laureates, which contained nearly forty shells, *all* of paper.

The dimensions of the Maria Theresa were: length, fourteen feet; beam, twenty-eight inches; depth, amidships, nine inches; height of bow from horizontal line, twenty-three inches; height of stern, twenty inches. The canoe was one-eighth of an inch in thickness, and weighed fifty-eight pounds. She was fitted with a pair of steel outriggers, which could be easily unshipped and stowed away. The oars were of spruce, seven feet eight inches long, and weighed three pounds and a quarter each. The double paddle, which was seven feet six inches in length, weighed two pounds and a half. The mast and sail—which are of no service on such a miniature vessel, and were soon discarded—

weighed six pounds. When I took on board at Philadelphia the canvas deck-cover and the rubber strap which secured it in position, and the outfit,—the cushion, sponge, provision-basket, and a fifteen-pound case of charts,—I found that, with my own weight included (one hundred and thirty pounds), the boat and her cargo, all told, provisioned for a long cruise, fell considerably short of the weight of three Saratoga trunks containing a very modest wardrobe for a lady's four weeks' visit at a fashionable watering-place.

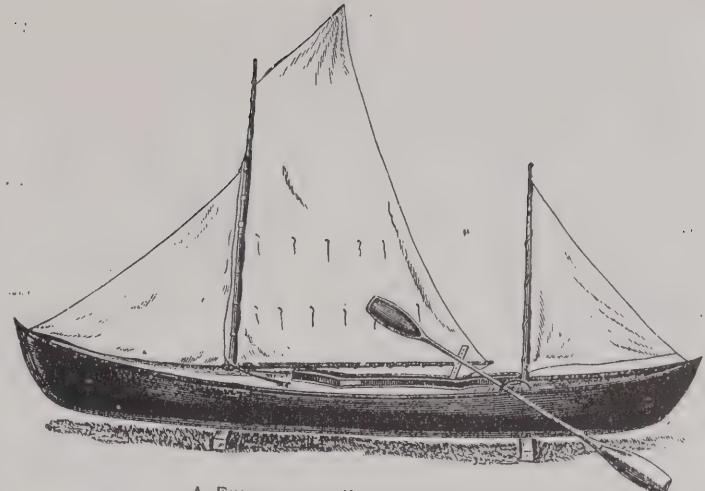
The rain ceased, the mists ascended, and the sunlight broke upon us as we swiftly descended upon the current of the Hudson to Albany. The city was reached in an hour and a half. Mr. Waters, pointing his canoe northward, wished me *bon voyage*, and returned to the scene of the triumphs of his patient labors, while I settled down to a steady row southward. At Albany, the capital of the state, which is said to be one hundred and fifty miles distant from New York city, there is a tidal rise and fall of one foot.

A feeling of buoyancy and independence came over me as I glided on the current of this noble stream, with the consciousness that I now possessed the right boat for my enterprise. It had been a dream of my youth to become acquainted with the charms of this most romantic river of the American continent. Its sources are in the clouds of the Adirondacks, among the cold peaks of the northern wilderness; its ending may be said to be in the briny waters of the Atlantic, for its channel-way has been sounded outside of the sandy beaches of New York harbor in the bosom of the restless ocean. The highest types of civilized life are nurtured upon its banks. Noble edifices, which contain and preserve the works of genius and of mechanical art, rear their proud roofs from among these hills on the lofty sites of the picturesque Hudson. The wealth of the great city at its mouth, the metropolis of the young nation, has been lavished upon the soil of the river's borders to make it even more beautiful and more fruitful. What river in America, along the same length of coast-lines as from Troy to New York (one hundred and fifty-six miles), can rival in natural beauty and artificial applications of wealth the lovely Hudson? "The Hudson River," says its genial historian, Mr. Lossing, "from its birth among the mountains to its marriage with the ocean,

It is not many years since Mr. Macgregor, of London, built the little Rob Roy canoe, and in it made the tour of interesting European waters. His example was followed by an army of tourists, and it is now a common thing to meet canoe voyagers in miniature flotillas upon the water-courses of our own and foreign lands. Mr. W. Baden-Powell, also an Englishman, perfected the model of the Nautilus type of canoe, which possesses a great deal of sheer with fullness of bow, and is therefore a better boat for rough water than the Rob Roy. The New York Canoe Club, in 1874, had the Nautilus for their model. We still need a distinctive American type for our waters, more like the best Indian canoe than the European models here presented. These modern yacht-like canoes are really improved *kyaks*, and in their construction we are much indebted to the experience of the inhabitants of the Arctic

measures a distance of full three hundred miles."

Captain John Smith's friend, the Englishman Henry Hudson, while in the employ of the Dutch East India Company, in his vessel of ninety tons, the Half-Moon, being in search of a northwest passage south of Virginia, cast anchor outside of Sandy Hook, September 3, 1609, and on the 11th passed up through the Narrows into the present bay of New York. Under the firm conviction that he was on his way to the long-sought Cathay, a day later he entered the Hudson River, where now stands the proud metropolis of America. As the Half-Moon ascended the river the water lost its saltiness, and by the time they were anchored where the city of Albany now stands all hopes of Cathay faded from the heart of the mariner. Englishmen called this river in honor of its discoverer, but the Dutch gave it the name of North River, after the Delaware had been discovered and named South River. Thus, while in 1609 Samuel Champlain was exploring the lake which bears his name, Hudson was ascending his river upon the southern water-shed. The historian tells us that these bold explorers penetrated the wilderness, one from the north and the other from the south, to within one hundred miles of each other. The same historian (Dr. Lossing) says: "The most remote source of the extreme western



A FULL-RIGGED NAUTILUS CANOE.

Circle. Very few of the so-called Rob Roy canoes, built in the United States, resemble the original perfected boat of Mr. Macgregor — the father of modern canoe travelling. The illustrations given of English canoes are from imported models, and are perfect of their type.

branch of our noble river is Hendricks Spring, so named in honor of Hendricks Hudson. We found Hendricks Spring in the edge of a swamp, cold, shallow, about five feet in diameter, — shaded by trees, shrubbery, and vines, and fringed with the delicate brake and fern. Its waters, rising within half a mile of Long Lake, and upon the same summit-level, flow southward to the Atlantic more than three hundred miles; while those of the latter flow to the St. Lawrence, and reach the same Atlantic a thousand miles away to the far northeast."

Since Dr. Lossing visited the western head of the Hudson River, the true and highest source of the stream has probably been settled by a gentleman possessing scientific acquirements and inflexible purpose. On the plateau south of Mount Marcy, State-Surveyor Colvin found the little Lake Tear-of-the-Clouds to be the loftiest sheet of water in the state, — four thousand three hundred and twenty-six feet above the sea, — and proved it to be the lake-head of the great river Hudson. A second little pond in a marsh on a high plateau, at the foot of Mount Redfield, was also discovered, — "margined and embanked with luxuriant and deep sphagnum moss," — which was named by the party Moss Lake. It was found to flow into the Hudson. Arrived at Hudson City, which is on the east bank of the river, and I completed a row of

thirty-eight statute miles, according to local authority; but in reality forty-nine miles by the correct charts of the United States Coast Survey. After storing the Maria Theresa in a shed, I repaired to a dismal hotel for the night.

At seven o'clock the next morning the river was mantled in a dense fog, but I pushed off and guided myself by the sounds of the running trains on the Hudson River Railroad. This corporation does such an immense amount of freighting that, if their freight trains were connected, a continuous line of eighty miles would be constructed, of which sixteen miles are always in transit day and night. Steamboats and tugs with canal-boats in tow were groping about the river in the misty darkness, blowing whistles every few minutes to let people know that the pilot was not sleeping at the wheel. There was a grand clearing up at noon; and as the sun broke through the mist, the beautiful shores came into view like a vivid flame of scarlet, yellow, brown, and green. It was the death-song of summer, and her dying notes the tinted leaves, each one giving to the wind a sad strain as it softly dropped to the earth, or was quickly hurled into space.

A few miles south of Hudson City, on the west bank, the Catskill stream enters the river. From this point the traveller may penetrate the picturesque country of the Appalachian range, where its wild elevations were called *Onti Ora*, or "mountains of the sky," by the aborigines.

Roundout, on the right bank of the Hudson, is the terminus of the Delaware and Hudson Canal, which connects it with Port Jervis on the Delaware, a distance of fifty-four miles. This town, the outlet of the coal regions, I passed after meridian. As I left Hudson on the first of the flood-tide, I had to combat it for several hours; but I easily reached Hyde Park Landing (which is on the left bank of the stream and, by local authority, thirty-five miles from Hudson City) at five o'clock p. m. The wharf-house sheltered the canoe, and a hotel in the village, half a mile distant on the high plains, its owner. I was upon the river by seven o'clock the next morning. The day was varied by strong gusts of wind succeeded by calms. Six miles south of Hyde Park is the beautiful city of Poughkeepsie with its eighteen thousand inhabitants, and the celebrated Vassar Female College. Eight



miles down the river, and on the same side, is a small village called New Hamburg. The rocky promontory at the foot of which the town is built is covered with the finest arbor vitæ forest probably in existence. Six miles below, on the west bank, is the important city of Newburg, one of the termini of the New York and Erie Railroad. Four miles below, the river narrows and presents a grand view of the north entrance of the Highlands, with the Storm King Mountain rising fully one thousand five hundred feet above the tide. The early Dutch navigators gave to this peak the name of *Boter-burg* (Butter-Hill), but it was rechristened Storm King by the author N. P. Willis, whose late residence, Idlewild, commands a fine view of Newburg Bay.

When past the Storm King, the Crow-Nest and the almost perpendicular front of Kidd's Plug Cliff tower aloft, and mark the spot where Kidd (as usual) was supposed to have buried a portion of that immense sum of money with which popular belief invests hundreds of localities along the watercourses of the continent. Now the Narrows above West Point were entered,

and the current against a head-wind made the passage unusually exciting. The paper canoe danced over the boiling expanse of water, and neared the west shore about a mile above the United States Military Academy, when a shell, from a gun on the grounds of that institution, burst in the water within a few feet of the boat. I now observed a target set upon a little flat at the foot of a gravelly hill close to the beach. As a second, and finally a third shell exploded near me, I rowed into the rough water, much disgusted with cadet-practice and military etiquette. After dark the canoe was landed on the deck of a schooner which was discharging slag or cinder at Fort Montgomery Landing. I scrambled up the hill to the only shelter that could be found, a small country store owned by a Captain Conk who kept entertainment for the traveller. Rough fellows and old crones came in to talk about the spooks that had been seen in the neighboring hills. It was veritable "Sleepy Hollow" talk. The physician of the place, they said, had been "skert clean off a bridge the other night."

Embarking the following morning from this weird and hilly country, that prominent natural feature, Anthony's Nose, which was located on the opposite shore, strongly appealed to my imagination and somewhat excited my mirth. One needs a powerful imagination, I thought, to live in these regions where the native element, the hill-folk, dwell so fondly and earnestly upon the ghostly and mysterious. Three miles down the river, Dunderberg, "the thundering mountain," on the west bank, with the town of Peekskill on the opposite shore, was passed, and I entered Haverstraw Bay, the widest part of the river. "Here," says the historian, "the fresh and salt water usually contend, most equally, for the mastery; and here the porpoise is often seen in large numbers sporting in the summer sun. Here in the spring vast numbers of shad are caught while on their way to spawning-beds in fresh-water coves." Haverstraw Bay was crossed, and Tarrytown passed, when I came to the picturesque little cottage of a great man now gone from among us. Many pleasant memories of his tales rose in my mind as I looked upon Sunnyside, the home of Washington Irving, nestled in the grove of living green, its white stuccoed walls glistening in the bright sunlight, and its background of grand villas looming up on

every side. At Irvington Landing, a little further down the river, I went ashore to pass Sunday with friends; and on the Monday following, in a dense fog, proceeded on my route to New York.

Below Irvington the far-famed "Palisades," bold-faced precipices of trap-rock, offer their grandest appearance on the west side of the Hudson. These singular bluffs, near Hoboken, present a perpendicular front of three hundred or four hundred feet in height. Piles of broken rock rest against their base: the contribution of the cliffs above from the effects of frost and sun.

While approaching the great city of New York, strong squalls of wind, blowing against the ebb-tide, sent swashy waves into my open canoe, the sides of which, amidships, were only five or six inches above water; but the great buoyancy of the light craft and its very smooth exterior created but little friction in the water and made her very seaworthy, when carefully watched and handled, even without a deck of canvas or wood. While the canoe forged ahead through the troubled waters, and the breezes loaded with the saltiness of the sea now near at hand struck my back, I confess that a longing to reach Philadelphia, where I could complete my outfit and increase the safety of my little craft, gave renewed vigor to my stroke as I exchanged the quiet atmosphere of the country for the smoke and noise of the city. Every instinct was now challenged, and every muscle brought into action, as I dodged tug-boats, steamers, yachts, and vessels, while running the thoroughfare along the crowded wharves between New York on one side and Jersey City on the other. I found the slips between the piers most excellent ports of refuge at times, when the ferry-boats, following each other in quick succession, made the river with its angry tide boil like a vortex. The task soon ended, and I left the Hudson at Castle Garden and entered the upper bay of New York harbor. As it was dark, I would gladly have gone ashore for the night, but a great city offers no inducement for a canoeist to land as a stranger at its wharves.

Chapter VI to be Continued

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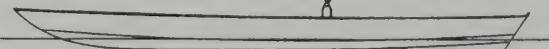


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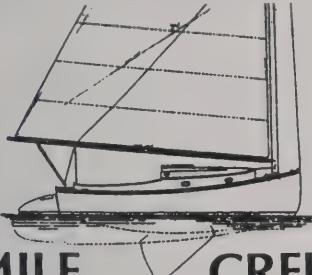
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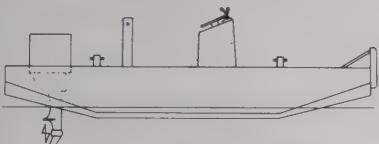
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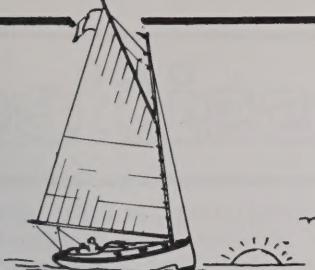
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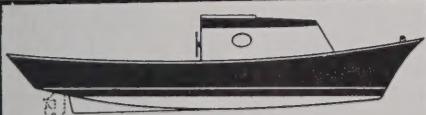
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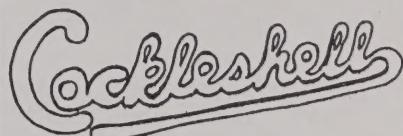
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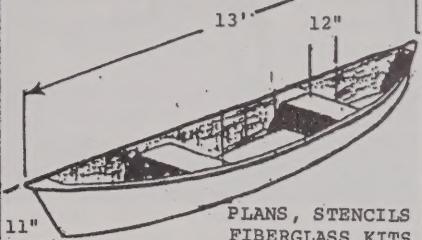
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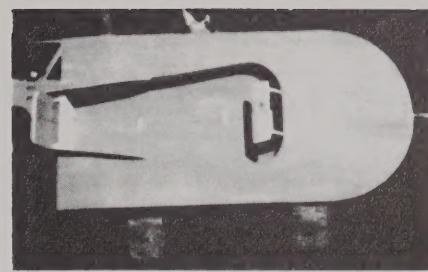
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